INFORMATION REPORT

CD NO.

COUNTRY USSR (Sverdlovsk Oblast)

DATE DISTR. 4 December 1952

SUBJECT Tank Production of the Ural Railroad Car Plant near Nizhniy Tagil

NO. OF PAGES 2

PLACE ACQUIRED

NO. OF ENCLS 2 (1 layout sketch (LISTED BELOW) and 4 ditto pages)

DATE OF INFO.

SUPPLEMENT TO REPORT NO. 50X1-HUM

THIS IS UNEVALUATED INFORMATION 50X1-HUM

50X1-HUM

1. The Ural Railroad Car Plant (Uralvagonzavod) is located on the Nizhniy Tagil (57°50'N/59°55'E) - Nizhyaya Salda (58°00'N/60°44'E) railroad line, south of the Vagonzavod railroad station and east of the city of Nizhniy Tagil. 50X1-HUM

2. In 1948 and 1949, the main production consisted of railroad cars, which were produced at a rate of 50 to 75 units per day. The production of T-34/85 tanks was discontinued by 1948. From the end of the war until about early 1948, defective tanks, some of which were towed by trucks and some of which came by rail, were also repaired at the plant. In mid-1948, the production of a tank, referred to as an improved model of the T-34 tank, was started. Based on the outgoing shipments, estimated that the rate of production of this model ranged between 60 and 90 units per month. Outgoing shipments were made by rail. According to the Soviets, the trains were east-bound. After being loaded onto the cars, the tanks were covered with plywood and canvas. the construction of railroad cars was started, on a small scale, as early as late 1945. the plant produced 6 to 10 50X1-HUM cars per day in 1945. This was about 8 percent of the capacity of the plant, 50X1-HUM which was capable of producing 100 four-axle cars daily. the production of railroad cars was increased in 1946 to 15 units per day. the railroad car production was increased in 1947, 1948, and 1949 to 50, 60, and finally to 70 to 80 units per day. the quota for 1949 was 90 cars daily. The plant produced four- 50X1-HUM axle flat cars, gondola cars, boxcars, and tank cars. While the railroad car production was being increased, the plant was also enlarged. The main assembly shop was expanded and a large new workshop, to be 50X1-HUM used in the production of tank cars, was constructed in the northwestern section of the plant, presumably near the foundries. a reduction in the production of tanks in the second half of 1946. In 1947, 50X1-HUM the rate of production was further reduced. After mid-1948, the tank production increased and in 1949 was kept at the same level as in late 1948 50X1-HUM

3. The component parts for tanks, made at the plant, included all suspensions and tracks, armored cupolas, sheet metal, and small parts. The armor plates for the hulls were supplied from a blooming mill several kilometers from the railroad car plant. Tank guns and engines, as well as electrical and optical equipment, were supplied 50X1-HUM

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Layout Sketch of the Ural Railroad Car Plant near Nizhniy Tagil as of late 1949

Legend:

1. Direction to Nizhniy Tagil.

2. Vagonzavod railroad station.

3. Ural Railroad Car Plant.

1. Foundry department where bogie rollers, tank wheels, and railroad car wheels were cast.

   a. Furnace room.
   b. Tempering room with water fountains.
   c. Conveyor belt.

   No other details were available.

2. Steel foundry, referred to as Department No 563, where components for railroad cars were cast, equipped with five open hearth furnaces and four traveling cranes, two of which were magnetic.

   a. Room equipped with open hearth furnaces and also used to store pig iron.
   b. Storage room for molding sand.
   c. Mixing and molding-machine room.
   d. Mess halls and administrative offices.

   The production of railroad car components such as axles, bogies, chassis, buffers, axle bearings, and bushings was observed. It was not determined whether tank components were also manufactured in this foundry. [redacted] tank cupolas were cast there. 50X1-HUM 50X1-HUM

3. Steel foundry, referred to as Department No 550, where small parts were cast. The installation was off-limits [redacted] only [redacted] small car for railroad cars being taken out of the foundry. 50X1-HUM 50X1-HUM

4. Forging, welding, and pressing department. Outgoing shipments of complete wheel sets were observed. The castings for these wheel sets were supplied from the steel foundry, Department No 563. [redacted] no tank components were manufactured in this department. 50X1-HUM

5. Forge and press departments, referred to as Departments No 530 and 565, used exclusively for the production of railroad cars.

6. The use of this shop was not known. [redacted] referred to the shop as a machine shop. [redacted] tank components being taken out of this shop [redacted] 50X1-HUM

7. Park with a Lenin monument.

8. Machine shop, which may also have been a repair department.

9. Forge and machine shop. [redacted] small parts for tanks were produced in this shop and in the machine shop, identified as item 8. These parts were sent to the tank assembly shop. 50X1-HUM

10. Main building with the administrative offices located on the second floor.

    a. A new structure, which was completed but not equipped with machines by mid-1949. [redacted] it was to be used as the sheet metal and punching department. 50X1-HUM
    b. Railroad car department. No details were known.

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c. Conveyor belt.
d. Conveyor belt.
e. Tank assembly shop. This shop was off-limits [redacted] It was not ascertained whether the shop was equipped with a conveyor belt. The Soviets mentioned the assembly of tanks both with and without the use of conveyor belts. 50X1-HUM

11. Storage area for armor plate.

12. Sawmill and wood-working shop used in the production of railroad cars.

13. Machine shops where household utensils were produced.

14. Radiator shop where radiators for tank and motor vehicles were produced. This building was also referred to as Department No 180.

15. Rubber department where the lining for the bogie wheels was produced. The exact location of this department was not known. It is possible that this building was the second building of the lacquering department and that the rubber department was housed in the building identified as housing the radiator shop, item 14.

16. Large sawmill.

17. Lacquering and spraying department for railroad cars and tank components. 50X1-HUM
[redacted] the lacquering department also occupied another building.

18. Gas producing installation.

19. Power plant area. [redacted] 50X1-HUM
observed five smokestacks there.

20. Route of the completed tanks, traveling to the loading ramp.

21. Loading ramp.

22. Heating plant. The exact location was not known.

23. Warehouse for tank accessories such as tank guns, engines, and electrical equipment.

The shaded areas shown on the sketch indicate departments used for the production of tanks.

Attachment 2

50X1-HUM

Production Survey

Date	Tanks	Railroad Cars
1917	[redacted] one 40-car train loaded with T-34 tanks and guns per day. This included both new and repaired equipment.	50X1-HUM Between 65 and 70 60-ton cars produced daily.
1945	Unknown	50X1-HUM [redacted] the railroad car production started in 1945.
March to October 1947	[redacted] the plant operated at 50 to 60 percent of capacity.	50X1-HUM [redacted] the plant operated at 40 to 50 percent of capacity.
Early 1948 to June 1948	Three to five tanks daily of a model resembling the T-34 tank were produced.	75 railroad cars daily.
1945 to September 1948	Manufacture and repair of model T-34/85 tanks at a rate of 24 tanks daily, [redacted] to	About 70 cars daily. Also, bogie wheels and track shoes for tanks, as well as automobile radiators which were shipped out by rail. The quota of castings to be 50X1-HUM cleaned within a 24-hour period was 240 bogie wheels or 4,500 track shoes.
September 1948	Production of the improved T-34 tank started	
December 1948	Not more than 10 improved model T-34 tanks produced daily. [redacted] the plant was operating at 35 percent of capacity.	50X1-HUM
November and December 1948	Production of the improved T-34 tank was still at the starting rate or was confined to development work.	From 60 to 90 60-ton gondola cars and boxcars produced per day, as well as household utensils.
October 1948 to March 1949	After late 1948, production of an improved T-34 tank.	
June 1948 to May 1949	Between mid-1943 and late 1948, production of a new model resembling the T-34 tank was started.	From 60 to 70 60-ton cars produced daily.
Mid-1948 to mid-1949	Outgoing shipments of 10 to 15 improved model T-34 tanks were observed every two or three days.	From 50 to 60 60-ton cars produced daily.
July 1949	Since mid-1948 or late 1948, the new model T-34 tanks were produced. In July 1949, 10 to 15 tanks were produced weekly.	

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Attachment 2

Date	Tanks	Railroad Cars
Summer of 1949	No mass production of the new T-34 tank.	
Early July 1949	[redacted] 6 to 8 tanks were produced monthly.	From 70 to 80 60-ton cars produced daily.
Summer of 1949	From 10 to 15 improved model T-34 tanks produced weekly.	From 50 to 60 60-ton cars produced daily. Peak rate: 75 cars per day.
August 1949	No mass production. Only about 15 to 20 experimental models were produced per week.	About 60 cars daily.
August 1949	About 3 improved model T-34 tanks per day. [redacted] the rate of tank production was greatly reduced in 1945 in order to produce more railroad cars.	
September 1949	From 18 to 24 improved model T-34 tanks loaded on railroad cars weekly.	
1949	Tanks were produced at a low rate.	

LEGEND : see next page

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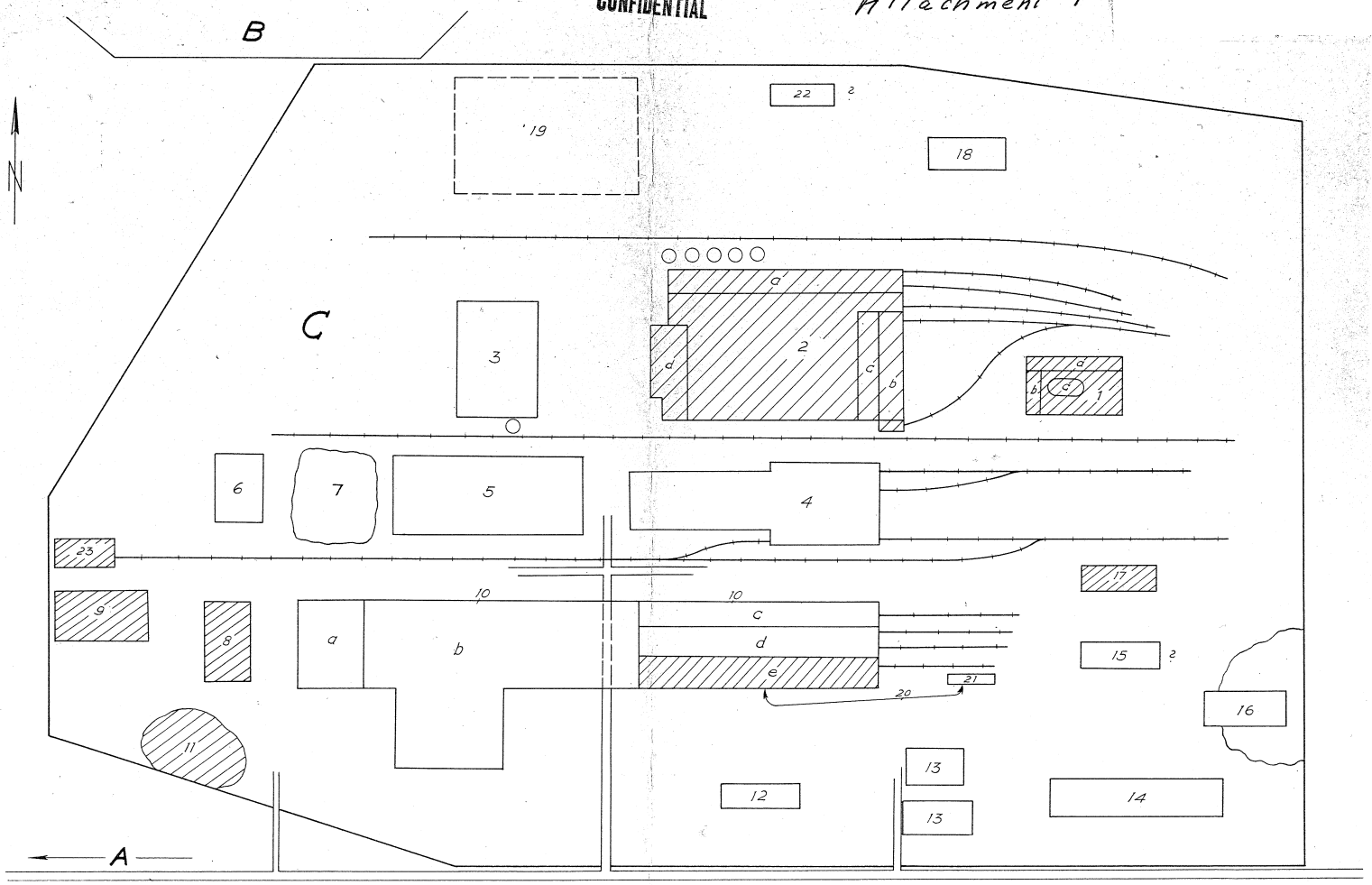
Attachment 1



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